

REPORT

NO NO

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CLASSIFICATION **CONFIDENTIAL**COUNTRY USSRTOPIC Bridges over the Dvina River in Riga

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EVALUATION

PLACE OBTAINED

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 15 March 1955

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REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE) 1 - one sketch on ditto

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REMARKS

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This is UNEVALUATED Information

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1. Two single-track railroad bridges and two highway bridges span the Dvina River in Riga. Work on the southernmost rail bridge was started in 1950. This bridge which was reportedly completed in 1952 is located 100 to 200 meters southeast of the old rail bridge. Both bridges cross the northwestern tip of the Hasenholm (Zaku Sala) river island. The new bridge has an estimated length of 400 meters and a width of 6 to 8 meters and is a steel structure resting on 5 piers. The bridge is about 5 meters above the river at mean water level. Its rails are laid on wooden ties. Two sidewalks are available. The river bottom consists of sand and gravel and the river banks have a slope of 50 to 55° and are about 2 meters high. The banks are reinforced by granite and concrete slabs. It was learned from letters received from Riga that trains cross the bridge at a speed of 20 km per hour. The bridge piers are protected by ice breakers. The bridge connects the Riga Main Railroad Station on the eastern bank of the river and the Torensberg (Tornakalns) station; the distance between these stations is about 2,500 meters. The new bridge mainly served interurban traffic to the coast. 25X1
2. About 700 meters downstream from the two rail bridges there is a ponton bridge which is dismantled in winter because of drifting ice. Another 600 meters downstream from this bridge there was a wooden emergency bridge which connected Woldemar Street in Riga and the Hagensberg (Agenskalns) suburb.

Comment. For location of bridges, see Annex. All the bridges in Riga were demolished during the war and reconstructed after 1945. An additional wooden road bridge was built in 1950 between Woldemar Street and the Agenskalns suburb. The old railroad bridge in Riga

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had a swinging section in order to allow river traffic. It is believed that the new rail bridge is on the site of the rail bridge built by the Germans during World War II. The statement that the new bridge has a length of 400 meters is definitely wrong because the Dvina River in Riga is 700 meters wide. The overall length of the structure is probably 1,000 meters. Moreover, it is believed that the distance between the two rail bridges is not 100 to 200 meters [redacted] but rather 30 to 50 meters as was the case during World War II. The wooden bridge in the extension of Woldemar Street has in the meantime been replaced by a permanent (masonry) structure with 8 piers. [redacted]

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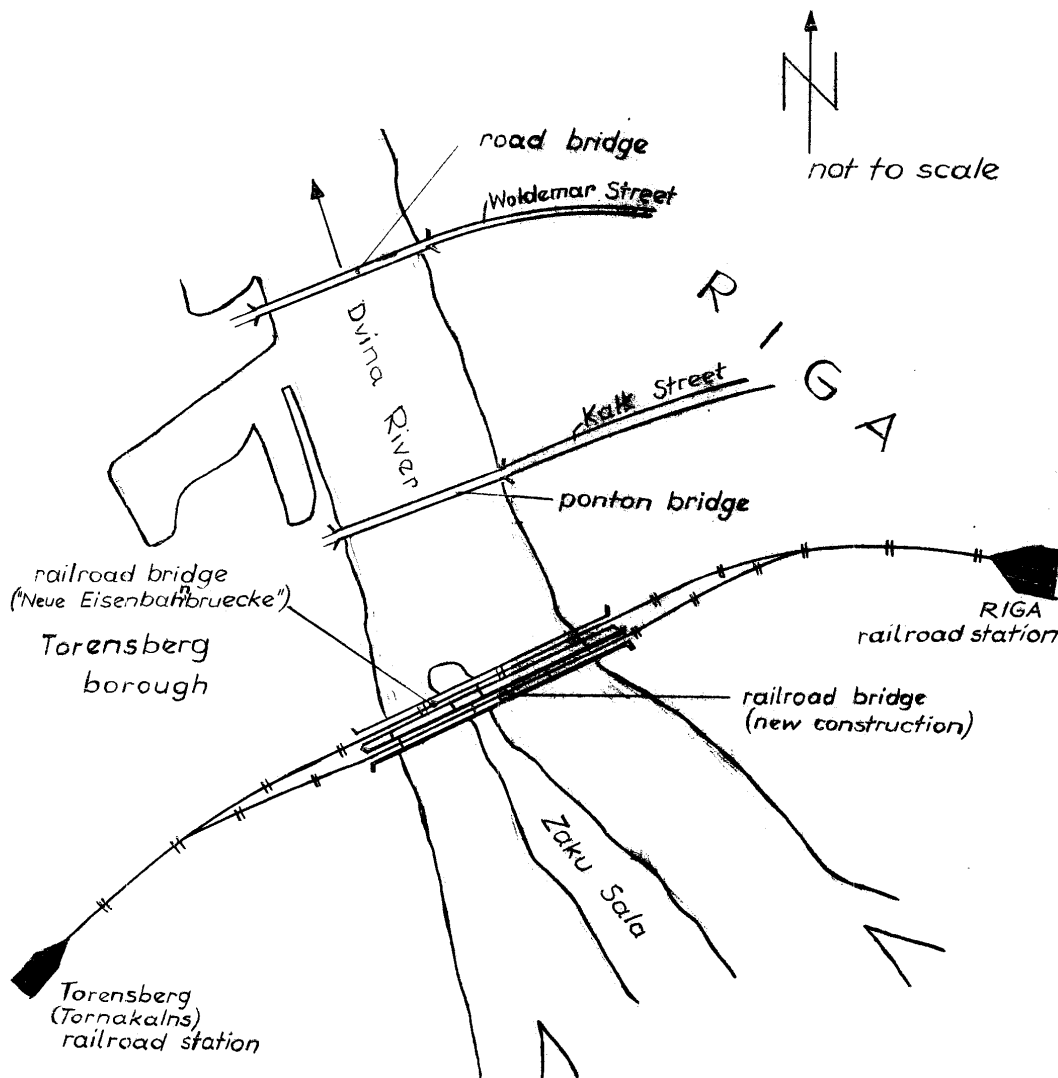
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Annex

Bridges over the Dvina River in Riga

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